





## INTIMATION.

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A. S. WATSON & Co., LIMITED,  
HONGKONG DISPENSARY,  
Hongkong, 14th January, 1897.

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## The Daily Press.

HONGKONG, JANUARY 26th, 1897.

The proceedings in the Legislative Council on Friday, with reference to the Bill regarding marine survey fees, are hardly calculated to increase the confidence of the public in the ability of our legislators. The subject, it is true, is a comparatively small and unimportant one, but any subject which is brought before the Council, and which is not understood, is in the case of this particular Bill a member of the Council, either official or unofficial, seems to have a complete understanding of the subject, or of what the effect of the Bill will be. It is likely to be. Its consideration in Committee had been adjourned to allow the Acting Attorney-General to obtain certain information, and on Friday he announced that the bulk of the Bill was to be withdrawn. It had been proposed to charge fees for a number of inspections and surveys. Mr. ACRONY had apparently been in ignorance when he introduced the Bill whether these inspections and surveys were to be compulsory on shipowners, or whether the fees were merely payable in case the inspections were voluntarily asked for. The question had, however, been discussed in the Press, and the effect of the measure shown, so far as it was possible to show the effect of a measure the interpretation of which was left entirely as a matter of conjecture and inference. On Friday Mr. ACRONY said it appeared from information he had received from the Harbour Master that the survey of ships' bottoms was compulsory. With respect to the others, the inspection of vessels under 50 tons during construction, the inspection of engines and boilers during construction, and the survey of unlicensed launches, they were all optional. It was considered undesirable, he said, that the Government Surveyor should undertake these optional inspections, and he therefore proposed that the whole of the Bill should be struck out with the exception of that portion referring to the survey of ships' bottoms. The Hon. P. B. BRYCE, who on the previous occasion had objected to the portion of the Bill proposed to be struck out, was evidently not satisfied with the simple withdrawal by the Government of that portion, and wanted to argue the matter out. Thereupon the discussion turned entirely upon that part of the Bill which was practically dead and gone, and no one seemed to pay any attention to that part of it which remained.

The Hon. A. P. MACBRYEN expressed the opinion that the fees ought to be retained and made compulsory, but he evidently knew nothing about the matter, as he was in ignorance that passenger vessels have to pass a survey to obtain a certificate, and thought this vital and important matter was the subject of the present Bill. From the Vice-Chairman of the Chamber of Commerce a little more knowledge of mercantile law might have been expected; but even Homer nods at times, and on this occasion our energetic champion of popular rights was found nodding. He was not alone, however. The Acting Attorney-General and all the other members were nodding also. The only part of the Bill which remains is that which provides certain fees for surveys of ships' bottoms. Mr. ACRONY said he had ascertained from the Harbour Master that the survey of ships' bottoms was compulsory. It was unfortunate the Harbour Master was not present when the Bill was considered, as he could then have explained his meaning for himself. As it is we are forced to the conclusion that the Acting Attorney-General must have misunderstood him. Mr. ACRONY did not say he had ascertained from the Harbour Master that the survey of ships' bottoms was compulsory, though it would have been more in accordance with the usual course of things if he had been advising the Harbour Master on a point of law instead of receiving advice. We can find nothing in the Ordinance which makes the survey of ships' bottoms compulsory, except in so far as the survey of the bottom is included in the general survey which all ships have to undergo on registration and thereafter once a year, and for which a table of fees is already in existence. What are we to understand, then, by the statement that the survey of ships' bottoms is compulsory? Is the survey to be made at any stated intervals? Provided a vessel has been surveyed within twelve months, the only section of the Ordinance under which a survey of the bottom could be compelled is Section 9, which provides that the Governor may detain for the purpose of survey any vessel he has reason to believe is unworthy, but this section can only be acted on under the responsibility of refunding the expenses of

detention in case it should be found the vessel is not unworthy. A prudent owner may wish to have the bottom of his vessel surveyed from time to time irrespective of legal requirements, and in such cases he has a right to select his own surveyor. We fail to see therefore that the statement that the survey of ships' bottoms is compulsory is an accurate statement, or that there is any necessity for the Bill now before the Council. Before the measure passes into law the public have certainly a right to expect the Government to give some intelligible statement of its objects and reasons, which has not yet been done. If such statement is not forthcoming the Bill ought to be thrown out on the third reading.

The delivery of the French mail was begun at 10 on Sunday evening.

The American corvette *Essex*, Captain Jewell, left here for Foochow on the 24th inst.

The *Independence* hears that a telegram has been received stating that the Portuguese gunboat *Rio Lima* has been ordered to return to Macao.

The inauguration of the statue of Francis Garfield at Saigon, says the *Saigon Press*, to place on the 17th proximo, the anniversary of the taking of Saigon.

The Agents (Messrs. Butterfield and Swire) inform us that the O. S. Co's steamer *Laertes*, from Liverpool, left Singapore on the 23rd inst. for this port.

The *Macao Independent* says that a small gunpowder explosion took place at the first carter manufactory at Coihai, Macao, resulting in the death of one of the Chinese being hurt.

We learn from the Acting Superintendent that the P. and O. S. N. Co's extra steamer *Albatross*, from Hongkong, left Singapore at 7 a.m. on the 25th inst. for this port.

The Indo-Chinese steamer *Autony*, from Shanghai, left here for Hongkong on the morning of that day a Chinese man was run off by the steamer, with American colours flying.

The Agents (Messrs. Carlotta & Co.) inform us that the Navigations Generale Italiane steamer *Archimede*, from Genoa and Marseilles, left Singapore on Sunday, the 23rd inst., for this port.

The Agents (Messrs. Malabar & Co.) inform us that the Norddeutscher Lloyd steamer *Nürnberg*, with the outward German mail dated Berlin, the 23rd December, left Singapore at 6 p.m. on the 24th inst.

We have been requested to state that the jurors summoned to attend the January Sessions will be required to attend at the Supreme Court on the morning of the 27th inst. in some cases which yet remain to be disposed of.

The *Shan-pan* says that the Emperor Kwang-su and the Empress Dowager went to Peking on the 13th inst., to enjoy the skating and sliding at their winter sports. They remained there until the 19th inst.

According to the *Straits Times*, Johore Bahru is expanding gradually. Besides numbers of houses built during the past year, a new Chinese Camp has been begun by Mr. Lee Koo, the principal Chinaman in Johore Bahru.

The telegrams received at Shanghai with regard to the loss of the *British Hallway*, state that the wrecked vessel was at Salomine, and is full of water. Salomine is a village and watering place on the coast of Devon, about two miles from Bournemouth.

We (Shanghai Mercury) see by the Customs Returns that permits were taken out on the 26th January by foreigners to land 7234 ounces of opium, in 10330 packets, at the rate of 10000 lbs. He left Europe on the 10th December.

Our Singapore daily contemporary says—H. H. the Sultan of Johore is building an Itan at the thriving town of Muar. It is situated near the beach, and will form a landmark from the sea, which may be of use to coasting and other vessels. The Itan is being erected at Tabrow and Pangkajene.

The Chinese New Year's Day (24th January) was observed in the usual manner. The day was celebrated as a general holiday by the Chinese, and the business of the city was very quiet. About two hundred summons were issued at the rate of 10000 lbs. He left Europe on the 10th December.

In connection with the rumours mentioned by our contemporary in having been current at that port that one of the local Banks (presumably the Hongkong and Shanghai Bank) had declined to cash or had only cashed a portion of its notes, we were anxious to state that the report is utterly unfounded.

The *Peking Gazette* of the 28th December contains further honours and rewards conferred on officials and officers in connection with the recent victory of the Chinese fleet. Among these are Mr. Alexander Mickin, who receives the Third Order of the Third Class, and Mr. Ng Choy, ex-patent *Tao-tai*, who is given a brevet of the second grade.

We would direct the attention of masters of vessels bound to Shanghai to a notice on our page with reference to the wreck of the Chinese transport *Wan Nien-ching* (sunk in collision with the steamer *Nepaul*) which lies sunk in three fathoms at low water spring tides with the Tancha lightship bearing N. 23deg. E. 1/2 m. (magnetic), distant 7-10 miles northward.

The *French Gazette* of the 14th inst. says—The *China Press* has been delivered in the case of Captain Roux, the owner of the *Red Canton*. It may be remembered that the original claim was for \$20,000 for salvage of the vessel after the massacre at the installation of Tunkin War and the capture of the *Red Canton*. After a rather lengthy judgment the court awarded Captain Roux \$2000 sterling.

We have received the first three numbers of a new paper published at Saigon called *Le Petit Annuaire*, issued twice a week. In its introductory notice it says that between the exaggerations of the *Saigon Press* and the violence of the *Estremes Orient* there is a wide field for a moderate and impartial journal devoted to all the material and moral interests of Cochin-China. This sufficiently indicates the new paper's programme.

A Chinese junk from Hainan to Hainan was wrecked a few days ago, says the *Saigon Press* of the 13th inst. on the Cochin coast, at a place called Mychich. The junk was on a bank more than a mile from land and broke up. Of six hundred passengers and crew on board, six only were saved. The Administrator at Bac Lieu and a Customs junk tried to render assistance, but their efforts were rendered useless by the state of the sea. It is said also that two Chinese junks are missing, one not having been heard of for nearly two months and the other for a month. They were each manned by a European and two Annamese.

The *Times* of the 17th ult. says—"Orders have been received at Portsmouth for the preparation of the *Cordoba* and *Colgate* for the service of the British fleet. They are not ships, but are new vessels, having been built at the yard of the two, having left the slips as far back as June, 1894. They are unarmoured corvettes of the 'C' class, the *Colgate*, however, being 1000 tons longer than her sister ship, but having the same beam. The former carries 12 5-inch guns, and the latter 10 5-inch guns. A fortnight will be sufficient to complete them for sea. The two vessels above referred to, which will be sent to the service of the British fleet, are now on their way to the Mediterranean, and will be ready to receive the fleet on the 1st of March."

## REUTERS' TELEGRAMS.

(SUPPLEMENT TO THE "DAILY PRESS.")  
London, 22nd January.

## FRANCE AND GERMANY.

Anxiety prevails concerning the Franco-German situation.

## CRICKET.

HONGKONG CRICKET CLUB v. VIETNAM.

This interesting match came off on Monday last, resulting in a victory for the Club. Sanderson, the well-known cricketer of the East Coast, captained the Visitors, and having won the toss, sent in Watson and Mitchell. The latter formed the grass movement different from the other, which he succeeded to play and strike after scoring 2. R. Condon, who was the only batsman to play, made it lively for the Club, but between playing well. When the total reached 40 the Club's batsmen sent in Watson, who left the ground for a pretty innings of 17. Sanderson followed, and after making 2 received one of Dawson's best. 3 for 52. Phipps came next, and he and Condon quickly raised the score to 71, when the doughty left-hander was clean bowled for an invaluable 38. After this a rest in the remaining five wickets falling rapidly for a paltry addition of 7 runs to the score. Dawson's analysis shows 6 wickets for 42 runs. The innings closed for 78.

For the home team Darby sent in Robertson and Travers. The former after making 5 got his legs in the way, and was correctly given out. Sanderson replaced him, and a good stand then took place, a tie with the Visitors being reached before Travers was caught for 41. 2 for 78. With the exception of Lloyd and Dick, who compiled 11 and 16 respectively, the rest did not materially increase the score. It was expected that the *Saigon Press* would have aided the Club considerably in the batting line, but, to relate, his goose, though it was, was cooked when he had made 9, and the innings closed for 145. A caught-and-bowled-by-Watson, marvellous attention, namely, Wilson, who sent a very hard one back which was really beautifully scored.

The Visitors won in a second time, and had lost six wickets for 100 at five. Sanderson made a dishing hit for 10 down to the Naval Yard gates. His innings was faultless throughout, his 30 runs being made by fine play. Watson made 38 in capital style, and Barff retired up 20 in his usual form.

## APPENDED IN THE FULL SCORES—

VIETNAM		SECOND INNINGS.	
W. Watson (Amoy), b. Watson	38	W. Watson (Amoy), b. Watson	38
R. Condon, b. Watson	2	R. Condon, b. Watson	2
P. Phipps, b. Watson	52	P. Phipps, b. Watson	52
D. Dawson, b. Watson	3	D. Dawson, b. Watson	3
W. Mitchell, b. Watson	17	W. Mitchell, b. Watson	17
S. Sanderson, b. Watson	3	S. Sanderson, b. Watson	3
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S. Sanderson, b. Watson	3	S. Sanderson, b. Watson	3







## SHIPPING IN THE CHINA WATERS

500	do.	—
100	do.	Canton
100	do.	—
100	do.	—
100	do.	—
170	do.	—

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